

MAILS
From San Francisco
Tenyo Maru, May 28.
For San Francisco:
Shinyo Maru, June 1.
From Vancouver:
Niagara, June 16.
For Vancouver:
Niagara, May 28.

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NEBRASKAN TORPEDOED; NATION IS AROUSED

CONGRESSMEN DECLARE CRISIS SO GRAVE EXTRA SESSION IN SIGHT

SUGAR DEALERS IN EAST THINK PRICE WILL HOLD

General Feeling on Mainland Is
For a Continuance of Good
Figure, Says J. P. Cooke

EXPECT DEMOCRATS TO ENACT TARIFF REVENUE

Finds Sentiment in Favor of
More Appropriations For
Defenses

"Sugar dealers in New York and other centers on the mainland all feel that the price of sugar will remain high for many months," said J. P. Cooke, president and manager of Alexander & Baldwin, Limited, who returned to the islands yesterday after a trip which took him to several of the cities on the Atlantic coast.

"The consensus of opinion among those interested in sugar is that there will be no decided slump in price during the continuance of the war, and the great cut in production on the continent of Europe.

"As to the tariff, I find that a great change has taken place. Businessmen, not alone sugar men but bankers and other well informed people, seem to feel satisfied that the Democrats will have to put a revenue tariff on sugar.

"It is commonly known that the Democrats face a big deficit, and that the national revenues have been curtailed by business conditions arising from the war. The war tax upon exports and imports, and the revenue tariff on sugar is held to be the only alternative for the party now in power, though no one seems to think that President Wilson has changed his personal views on free sugar.

"There is on the mainland a rapidly growing sentiment in favor of a larger army and navy, which will probably have its effect on legislation. Any army and navy increases will cost money and will bring the revenue question more prominently to the fore.

Mr. Cooke has no information concerning a rumored intention of shipping companies to increase freight rates on sugar.

While he was on the mainland Mr. Cooke had the gratification of seeing a final settlement of the W. J. Lowrie suit against the Alexander & Baldwin and allied interests, which has been dragging through the courts for eight years.

In 1907 Mr. Lowrie, former manager of the Hawaiian Commercial & Sugar Company, brought suit for \$400,000, alleging wrongful dismissal from the management of the company. The case was finally concluded in the Massachusetts courts, the plaintiff being given a verdict awarding him \$1. The costs were divided between plaintiff and defendant.

COLLISION ON ATLANTIC HAS SERIOUS RESULT

[Associated Press by P. C. Cable.]
NEW YORK, N. Y., May 26.—The steamer Ryndam, bound for Rotterdam with 77 passengers and a valuable cargo, ran into collision southwest of Nantucket lightship with the steamer Joseph Cuneo bound from Boston for Cuba. The passengers and part of the crew of the Ryndam were transferred to the U. S. warship South Carolina, warships having responded to the S. O. S. call. The Cuneo's bow is smashed. The Ryndam is taking water rapidly. Both are en route to New York, warships conveying.

E. A. Davis, alleged to have driven automobile number 2219 along Nuuanu street last evening, has been charged by the police with colliding with a department machine. Sgt. Kellett of the detective force was at the wheel of the police machine and reported that Davis was operating his car on the wrong side of the street. The police car received only slight damage.

The members of Damien Council No. 563, Y. M. I., will meet at 7:30 o'clock this evening in C. B. U. hall, Catholic mission grounds.

Iron Fence

Structural and Ornamental Iron
H. E. HENDRICK, LTD.
Merchant and Alaska Sts.

Unknown Choice of Mayor Lane is Proving Coy

As yet Mayor Lane has received no answer to his offer of appointment as supervisor to succeed the late James C. Quinn, which offer was made yesterday to a "satisfactory citizen" whose name has not been made public.

"As soon as the gentleman makes answer, I will make public my choice for Mr. Quinn's successor," said the mayor today. "He is a man who is popular with commercial and civic organizations, and with the public at large."

Rumor is busy with the names of Carlos Long and Charles N. Marquez as likely to have met with the mayor's favor in making the appointment.

INDIA IS LOYAL TO BRITAIN AND ALLIES, HE SAYS

Bishop Warne, Noted Mission
Leader in Oriental Field,
on Way to States

CHRISTIAN WORK IS RAPIDLY BROADENING

Tells of Encouraging Signs
Among Swarming Millions
of Natives

"India is loyal to Great Britain and the Allies in this war. Germany made a tremendous mistake in invading Belgium. Right there she made it certain that India would stand with the Allies, for in India they said, 'See what is happening to Belgium. It may be India next.'"

Bishop F. W. Warne of Lucknow, India, noted Methodist missionary worker, thus sums up the feeling of the swarming millions who owe allegiance to the British crown. He is on his way from his post to the states for an extended visit. Bishop Warne and his daughter, Miss Edith, are passengers in the Pacific Mail liner Mongolia.

The cause of Christianity is making rapid progress in India, he said today. The numbers of converts are increasingly large. Interest in church and missionary matters is growing all the time.

Bishop Warne has traveled extensively through the Orient, having recently been in China, Korea and Japan. He was in China at the time of the greatest crisis over the Japanese demands.

"There was much uneasiness there and is yet," he commented.

He has been a worker in the India field for 23 years, much of that time being spent at Calcutta. For four years he was in charge of the Philippine Islands work. "He is a man of striking appearance, with snow-white hair and deeply tanned, strong features. He expects to attend some important committee meetings and conferences in the states and to work to arouse greater interest in missions, particularly for the Indian mission field.

ALASKA'S COAL WILL MEAN MUCH TO TERRITORY

Dr. H. A. Garrison Says Honolulu Will Be One of World's Greatest Coaling Stations

If coal steamer after coal steamer docks in the local harbor and discharges cargo after cargo at one of the largest coaling stations in the world in a few years Honolulu probably will say that it all happened because Dr. H. A. Garrison of the U. S. S. Maryland got on his feet at an Ad Club luncheon to tell a couple of funny stories and finished with a one-minute advisory talk on Alaska coal.

"The closest point to the mainland from Honolulu is the Alaskan peninsula," Dr. Garrison said by way of introduction at today's Ad Club luncheon, and Seward, Alaska, is only a few miles farther, not more than 2600 miles from here. Government coal fields are being opened along the new government railroad, and the government must deposit this coal at some

PINEAPPLE MEN MAKE REDUCTION IN PRICE LISTS

Discount of Two and a Half Per
Cent Announced in Annual
Packers' Schedule

EUROPEAN WAR HAS CUT HEAVILY INTO DEMAND

General Feeling of Trade, How-
ever, Is For Better Markets
When Peace Is Arranged

A voluntary reduction in the price of canned pineapple and canner products has been made by the Hawaii pineapple packers. Notices of the reduction are contained in the annual price lists just issued, which fix prices at a discount of 2 1/2 per cent on the basis of the prices prevailing last year.

The issuing of the pineapple packers price lists is made somewhat later than usual this year, the uncertainty of markets having made the packers hesitate before fixing prices. The reduction was finally determined upon, however, largely because of the lessened consumption due to the cutting off of the markets of Europe on account of the international war, and the consequent advisability of increasing the demand by making pineapples cheaper.

Canned goods men generally are expecting a tremendous call for goods of all kinds from Europe when once the war is over. Practically all the European armies, whether involved in the conflict or not, have curtailed buying orders, and the end of the war will find depleted stocks in all countries, with the United States as the only logical market at which they may be replenished.

ROUGH WATER IS CAUSING DELAY IN SALVAGE WORK

Nothing Can Be Done Toward
Raising F-4 Until Divers
Make Examination

Rough water prevented any salvage work on the sunken submarine this morning. Lying 48 feet below the surface of a troubled sea, the F-4 is free of all lines and gear and is marked only by a buoy, placed to facilitate the resumption of operations as soon as that becomes possible.

This morning Rear Admiral C. B. T. Moore, Naval Constructor J. A. Furer and Lieut. C. E. Smith, the three officers who have been most actively engaged in the administrative, critical and practical ends of the salvage work, held a long conference at the Honolulu naval station.

Every detail of the present situation was carefully considered and plans for future operations were framed, although the carrying out of these will depend on local conditions.

As soon as the seas moderate, divers will be sent down to make a careful examination of the hull, and report on its present position. It is believed that this examination will show the advisability of "blowing" the F-4 to restore a portion of its buoyancy, so that it may be lifted with fewer lines. There is enough wire cable and enough chain left to form new lifting lines adequate for the present depth, although it will take several days to place the new lines and get everything in shape for a final lift and tow through the channel.

The divers will be able to work with comparative ease in the depth at which the F-4 now lies, provided that a calm day is selected for their operations. It may be possible to reeve lines round the boat, instead of placing them by dragging, which might bring the tugs too near the surf for safety.

The F-4 got into trouble yesterday afternoon when the last lap of the under-sea voyage of the ill-fated craft was about to be commenced. Towing operations had been stopped while the lines were cut and the drums of the lifting scows cleared, preparatory to a final lift and tow up the channel and alongside the drydock. Two of the three holding lines parted and the third was slackened off to save it. All this occurred between 3:30 and 6 in the afternoon, the scows and towing vessels getting clear of the sunken boat and seeking shelter in the har-

ROBBER WAITS IN SHADOW OF TIERS OF BOOKSHELVES

Springs Upon Assistant Librarian, Knocks Him Down, and
Gets Away With Money

SMALL HAUL BY THIEF WHO TAKES BIG RISKS

Only \$28.70 Secured By Rob-
ber—Four People in Build-
ing at Time of Crime

Robbery and assault among the bookshelves of the public library was the bold crime committed a few minutes after 9 o'clock last night when Mariano Aurelio, the Filipino assistant, was knocked senseless and robbed of a money bag containing \$28.70 of the library's funds.

The whole affair is puzzling to the police who questioned Mariano last night. The reading room was deserted, but the two Korean desk boys, Cap Choy and Han Yang, were still checking books less than 30 feet from the scene of the robbery. William Zen, the Chinese janitor, was in a room in the lower wing of the building when he was called to the scene by a cry from Mariano.

The story is that Mariano counted the cash in the drawer and found \$10 in gold and \$18.70 in silver. As was customary, he put the money in a bag to lock in the office safe. He had proceeded only 20 feet on his way when he was assailed. He describes his assailant as a short man, about 40 years of age, with a dark complexion, wearing a dark coat with a light lining.

Upon hearing Mariano cry the other three boys rushed to the passage to find the Filipino boy lying in a heap with an ugly swelling over the eye. The third window in the rear of the book racks was found to be open when the lights were flashed, but there was no sign of the assailant.

The police were called and they learned that Zen had looked all the windows early in the evening, and the only way to open them was from the second floor. Mariano was taken to the station for questioning and later to his home. He is not badly injured but is nervously upset over his experience.

Large sums of money are never kept in the library, the amount of coin on hand rarely being more than \$10. Money is not handled at the institution, except in the cases of small fines being paid by patrons who have kept books out longer than the prescribed time limit.

MURDERER GETS NOT LESS THAN 20 YEARS' LABOR

James Kaiona, Pleading Guilty
to First Degree Charge,
Is Sentenced

Not less than 20 years at hard labor in Oahu prison was the sentence pronounced by Circuit Judge Ashford today on James Kaiona, who was indicted by the territorial grand jury on a charge of murder in the first degree.

When the case was called this morning Kaiona entered a plea of guilty of murder in the second degree. In sentencing the defendant Judge Ashford remitted the costs of the case.

Kaiona was arrested by the police May 3, on a charge of shooting Lucy Kahue at Wai'alua. The woman, who was an attendant at the insane asylum and who is said to have been Kaiona's divorced wife, died the next day at the Queen's hospital.

In court today Kaiona said that he had not intended to shoot the woman. He had decided to kill himself, as he was still in love with Lucy Kahue, but she refused to have anything to do with him. They were in a house at Wai'alua. As he went to shoot himself, he told the court, the woman grappled with him and in the scuffle the gun went off, three shots being fired. The woman was wounded in the leg and abdomen. The third shot missed.

Under the indeterminate sentence Kaiona may remain in prison for the remainder of his life unless paroled or pardoned after the 20-year sentence has expired.

Kaiser William witnessed a battle participated in by the First Guards Division in Galicia.

AMERICAN STEAMER WELL KNOWN HERE STRUCK BUT NOT SUNK---CREW IS SAFE

(Associated Press by Commercial Pacific Cable.)

LONDON, England, May 26.—The American-Hawaiian steamer Nebraska, in ballast from Liverpool for Delaware Breakwater, has been torpedoed by a submarine southwest of Fastnet, Ireland.

The torpedo struck the big freighter well forward. The foreholds filled with water. The crew are safe. According to news received by Lloyds insurance offices and made public, the Nebraska later passed Kinsale, bound for Queenstown, Ireland, under her own steam.

Fastnet is a rocky headland off the southwest coast of Ireland. On it is a lighthouse, said to be the first on the route of a vessel as it swings around the south of Ireland to steam into St. George's channel and the Irish sea.

It is considered certain here that the Nebraska was flying an American flag at the time she was torpedoed. The American-Hawaiian steamers are also of distinctive rig and general aspect.

[Associated Press Service by Federal Wireless]

Congressmen Are Gravely Disturbed

SAN FRANCISCO, Cal., May 26.—Returning from their tour of the Hawaiian Islands, congressmen were shocked and deeply disturbed at the news of the torpedoing of the American steamer Nebraska.

At least one Honolulu man is believed to be a member of the crew of the Nebraska, torpedoed in the war zone. Joseph Kravitz, a well-known actor, who has accompanied her on the trips to and from Europe.

declared Senator Otis James of Kentucky, "it amounts to a declaration of war. The United States should await full details before taking any action in this crisis."

Senator Lee S. Overman of North Carolina said: "This may mean an extra session of congress. It gives a new complexion to the situation."

Representative D. E. Anthony of Kansas said: "If the Germans have attacked the Nebraska with submarines, there is only one thing short of a declaration of war. That is for the United States to seize the German ships interned in the United States and hold them until reparation is made."

(Associated Press by Commercial Pacific Cable)

WASHINGTON, D. C., May 26.—According to a message received here the Nebraska was torpedoed. She was en route to fulfill a contract for her owners to carry navy coal from Newport News to San Francisco.

LONDON, England, May 26.—The Nebraska is reported to have passed Queenstown, Ireland, en route for Liverpool.

NEW YORK, N. Y., May 26.—Captain Green of the steamer Nebraska has sent a message here that the disaster to the vessel was due either to a mine or a torpedo. He is returning to Liverpool.

The American-Hawaiian freighter Nebraska last visited Honolulu in October, 1911, when it loaded 5500 tons of sugar for San Francisco. Capt. O. Knight, then master of the vessel, has been identified with it since that date, and is believed to have been in command when it met disaster off Fastnet.

For some years the Nebraska and the Nevada, sister ships, were operated between San Francisco, Honolulu and island sugar ports. When the larger freighters of the Virginian and Arizonan type were placed in commission in the Pacific the Nebraska, Nevada and several smaller vessels were withdrawn. For some time they traded along the Pacific coast between Seattle and Salina Cruz.

The Nebraska was built at Camden, N. J., yards in 1902. The vessel was rated at 4408 tons. It was 360 feet long, 46.2 feet beam and 24.6 feet depth.

CHARTERED FOR EUROPEAN TRIPS.
The Nebraska, with several other American-Hawaiian steamers, were chartered the last of the year to carry supplies from the east coast of the United States to Great Britain and Europe. The Nebraska made two trips from Galveston to Germany, landing each time a full cargo of cotton at Bremen.

Captain Knight is well known to Honolulu shipping men and mariners in the Pacific. He is reported to have fully realized the perils that menaced his command in steaming through thickly mined waters incorporated in the zone of hostility.

A few weeks ago Captain Greene, commander of the Nevada, also chartered to take supplies to the warring nations, sent a postcard to a Honolulu saying: "I am now a submarine dodger."

The Nebraska represents the first loss to the American-Hawaiian line in the war zone since the beginning of hostilities.

The steamer now limping into Queenstown harbor under its own steam is provided with twin screws. While in the Honolulu trade the Nebraska had accommodation for 12 passengers.

When the federal law went into effect more than a year ago the Nebraska, like other vessels in the fleet, was fitted with wireless telegraph. Captain Knight has been with the American-Hawaiian line almost since its inception. His ship carried a crew numbering about 40 seamen and firemen.

The Nebraska left New York on May 7 for Liverpool. It is believed to have carried a full cargo for Great Britain. Under ordinary steaming conditions it should have reached destination about May 16. Allowing several days for the discharge of its freight the Nebraska would have been on its way to the United States at the time the disaster is reported to have occurred.

[Additional Telegraph Despatches on Page 9]
In the absence of wireless messages from the Canadian-Australasian liner Niagara, T. H. Davies & Company, agents, expect the steamer from Australia tomorrow afternoon. It has room for 23 passengers in the first and second classes. The Niagara will